

electric motor so as to absorb the fluctuation in the torque to be outputted to the wheel during said prepositioning control.

16. (Amended) A drive unit as set forth in Claim 1, characterized:

in that said control unit executes said prepositioning control prior to the motoring.

20. (Amended) A drive unit as set forth in Claim 16, characterized:

in that said control unit controls the second electric motor so as to absorb the torque fluctuation to be outputted to the wheel at the motoring time.

23. (Amended) A drive unit as set forth in Claim 20, characterized:

in that said control unit further controls the second electric motor on the basis of a third torque correction map predetermined according to the crank-shaft position of the engine.

24. (Amended) A drive unit as set forth in Claim 22, characterized:

in that said control unit causes said first electric motor and said second electric motor to output torques simultaneously.

25. (Amended) A drive unit as set forth in Claim 16, characterized:

in that said control unit makes said prepositioning control if the drive demand of the driver is no more than a predetermined value.

26. (Amended) A drive unit as set forth in Claim 1, characterized:

in that said control unit executes said prepositioning control subsequent to the engine running stop which is caused by lowering the engine run forcibly by a generator after a fuel cut.

28. (Amended) A drive unit as set forth in Claim 1, futher comprising:

a one-way clutch (8) for blocking the reverse run of the engine.